

## SCIENTIFIC MATING OF HORSES.

An American Student of Thoroughbred Blood Lines Tells How He Won an English Competition.

Among the features of the great English sporting journals which commend themselves to the true lover of the thoroughbred, none is more impressive than the even-tempered desire to educate readers to an appreciation of the fact so neatly voiced in the Journal of April 20—namely, that "there is something else in the grand sport besides the mere betting on the result of a race." Leading English writers so artfully interpolate sentiment, reminiscence and anecdote into their comments that it would not surprise me to learn that the average English racegoer is considerably ahead of his American cousin in the matter of general horse knowledge.

An especially educational feature has been the midwinter breeding competitions in the London Sportsman, which were, I believe, established by Mr. William Allison, the special commissioner of that paper. Until this year these competitions were more or less of the nature of guessing matches. The special commissioner would designate a certain mare, and, having previously made a private selection of the stallion best suited to mate with her, the prizes would be awarded to those competitors who should be among the first to arrive at the same conclusion.

This year's competitions were vastly different, however, and correspondingly improved. The Ladies competition was announced on October 30, 1895, the problem being to find the ten mares best suited to mate with Ladas, Class I, being limited to English mares, Class II, being open to mares throughout the world. Here was no blind groping to duplicate previous conclusions, it being stipulated that the winners were to be placed as their selections commended themselves to Mr. Allison's judgment, and this judgment in turn to be based upon the principles laid down by Mr. Bruce Lowe in his work on "Breeding by the Figure System," a copy of which book was the first prize in each class. So extraordinary was the interest manifested by the sporting public that the competitors in Class I were enormously numerous, and when, on January 18, 1896, it was announced that Lord Rosebery, owner of Ladas, had ordered a complete edition of the five volumes of the "Druid Sporting Library" as an extra trophy to the winner of Class II, the new inducement drew, to quote Mr. Allison's own language, "almost innumerable" answers. My own ten-mare selection had been mailed before learning of this extra prize, so I simply could draw an unusually long breath and await my fate.

**OUTLINE OF BRUCE LOWE'S THEORY.**  
The matrix of Ladas on Bruce Lowe's principles presented some serious problems. At some future time I may enter into an analysis of his theories as applied to American pedigrees—past, present and future. For the present, writing of Ladas, suffice it to say that Bruce Lowe classifies three horses as coming respectively from "running" families, "stir" families, or "running and stir" families. One essential point of the system is that a horse possessing a considerable majority of "running" ancestors must, in order to become a stud success, be mated with mares strong in "stir" blood. Not only is "stir" blood in a minority in Ladas' pedigree, but also he comes in tail-female line from the Paradigm family, which has thus far failed to produce a first-class sire.

In the solution of the ten-mare problem it was my plan to go one further than these considerations, however. Inbreeding to that grand matron Queen Mary has proved so successful that I determined to incorporate it as far as possible in my Ladas team, and, candidly, I trusted to the Queen Mary inbreeding to pull me out of any hole into which I might have fallen through possible misselection of Bruce Lowe's theories, never having had the opportunity of studying his book.

At first I intended to make up my list entirely from our native-bred mares, and so naturally turned to the daughters of Bonnie Scotland, Prince Charlie and The Ill-Used, on account of their Queen Mary strains, but in so few cases was the "stir" blood test successful that recourse to imported mares became necessary. And where was one more likely to turn than to Mr. James R. Keene's magnificent stud? Here I struck a bonanza, as follows:

Imp. Citronella, by St. Simon—Marquesa.  
Imp. Katherine II, by St. Simon—Muir.  
Imp. St. Cyria, by St. Gatien—Macaria.  
Imp. Bonnie Gal, by Galopla—Bonnie Doon.  
Imp. Orchis, by Bend Or—Lizette Agnes.  
Imp. Sylvabella, by Bend Or—St. Editha.  
Of these the first three were originally purchased for Mr. Keene by Mr. William Easton during his trip to England late in 1891, and hence his connection with their importation additionally Americanized them. Imp. Clover, by Macaroni—Verdure, was some years ago in the hands of Hon. W. L. Scott through Mr. Buxton's agency, and as her blood fitted well, she was added to the above. To conclude, three native mares were chosen, whose blood deserves cavil:

Rupertia, by Prince Charlie—Marguerite.  
Beladonna, by The Ill-Used—Beatrice.  
Talia Blackburn, by Luke Blackburn—Tullahoma.

**QUEEN MARY'S POTENT BLOOD.**  
All three of these have Queen Mary blood, and the last two have not only a double infusion of it, but also two crosses of the champion brood-mare sire Lexington, while to crown it all, Talia Blackburn traces in tail-female line through both her sire and dam to the great family of Vandal's dam.

Indeed, when one comes to consider that Lexington and Levity both descend from what Bruce Lowe terms "sire family No. 12," it is quite plain why the combination of their blood should have produced such a smasher as Salvo when united with the Stockwell, Queen Mary, Touchstone and Peim blood in Prince Charlie, and from family No. 12, and this naturally suggests the thought that Salvo himself may only need scientific mating according to Bruce Lowe's system to produce his equal.

To sum up the matter, I can honestly say that, as my eye now falls upon Lord Rosebery's books in a decidedly conspicuous position on my shelves, it is a great satisfaction to me that they were won by an American on a selection of American-owned mares, of which four were imported upon the personal judgment of an adopted American bred.

The Bruce Lowe book has not yet

reached me. From such data as has been collected from comments upon the work, however, it is evident that a cardinal point of his theory is a variation in alliance, and it is to be hoped that our American breeders will soon appreciate the necessity of scientific breeding to at least the extent



of abandoning the disastrous practice of returning a mare to the same stallion year after year. It is reasonably safe to remark, also, that the great "stir" families, as classified by Bruce Lowe, are five in number, viz.: No. 3, tracing to the dam of the True Blues; No. 8, to the Bustler mare (dam of the Byerly Turk mare); No. 11, to the Sedbury Royal mare; No. 12, to the old Montague mare, and No. 14, to the Oldfield mare. Notable examples of No. 3 (which is a "running and stir" family, by the way, are Rayon d'Or, Eother, Mr. Pickwick, Isinglass, Stockwell, Galopla and Ratanap; of No. 8 are Imp. Cavaller, Newminster, Molton, Agatha and St. Serp; of No. 11 are Imp. Prince Royal, Torso, Ben Ali, Laxagone, Great Tom, St. Simon and Orme; of No. 12 are Lexington, Luke Blackburn, Onondaga, Senation, Potomac, Duke of Montrose, Shamrook, Salvo, Imp. Galore, Tammany, Longstreet, Portland, The Bard, Linden and Tenny; of No. 14 are Imp. Darbala, Imp. Leamington, Lamplighter, Reform, Touchstone and Macaroni.

Family No. 19 is sometimes termed the "almost" family, from its proximity to being a great "running and stir" family. Considering that Isinglass, Retreat, Sunfoot, Vedette, Exile, St. Florian, Lissak, Midlothian and Heron (Australian) are among such of its representatives as I am able to identify by the tail-female tracing, it seems as though it might justly be termed "quite" a family for both racing and stud ability.

But I must desist. "How I Won the Ladies Competition" has long since been told. How I cannot close without expressing my personal appreciation of the evident impartiality of the special commissioner in awarding the Ladies first prize, as well as the second in Isinglass, Class II, to an American, at this time of our more or less strained relations to the "mother country." Also, the better letter of thanks to Lord Rosebery all written, but am at a loss as to just the manner in which to mail it, every day American should address His Lordship. Can any one help me out?

## QUAKER CITY POLO.

Three Crack Clubs Are in Full Swing, and a Long, Interesting Season's Sport is Anticipated.

Polo in Philadelphia has begun with a vim this Spring, and there is every prospect that the game will arouse more popular interest than ever. The city has now three polo clubs, the Country Club team, the Devon team and the recently formed four of the Quaker City's crack organization, the Fleet City Troop. The first match of the season has already been played.

The Devon Polo Club, which has its headquarters at Devon, about eighteen miles out of Philadelphia, is a comparatively recent organization, but it has quite a number of members who are enthusiastic and tireless in practice, and under the direction of Mr. Emanuel C. Altman this club is rapidly forging ahead. It has a fine new field, which has just been completed this Spring, and which is said to be one of the best in the country. The colors of the Devon team are white, red and white cap. Mr. Altman is the only member with a handicap, his being two goals. The other members are D. B. Sharp, C. C. Collet, C. Davis English, William Carter, Henry M. Warren, Harrison K. Cane, G. Heckscher, Joseph E. Wildner, E. Frank Groom, W. Matthews, Charles Snowden, Jr., S. L. Bodine, J. L. Conaway, William Wayne, Jr., C. B. Zellin, Morris A. Janney, George Kendrick, 3d, and Edward Crozier.

The colors of the Philadelphia Country Club are black blouse and white cap. Charles Wheeler is the highest handicapped of the polo members, with four goals against him. Barclay W. Warburton runs next with three, and M. G. Rosen garten with two. J. C. Groom, E. F. Clyde, Charles A. Mather, J. Frank McFadden, W. Hincle and R. E. Starbridge are all handicapped with one, and the zero men are Charles F. Welsh, George McFadden, J. B. Lippincott and C. B. Snowden.

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## WALDEN'S LUCKY NUMBER.

Fateful Thirteen Has Always Been Fortunate to the Famous Trainer.

Rory O'More is authority for the statement that "there's luck in odd numbers." Rory was right. It is not even on record that Rory ever intimated that the odd number thirteen, unlucky though many maintain it to be, was really unlucky. And there is one man, at least, who has lived the O'More theory in its entirety, his enthusiasm being aroused through actual dealings with fateful thirteen.

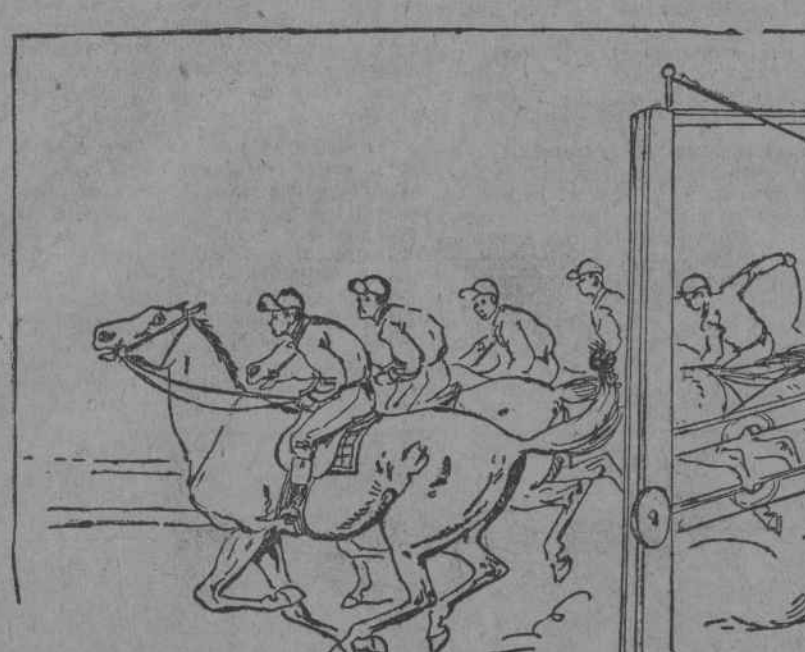
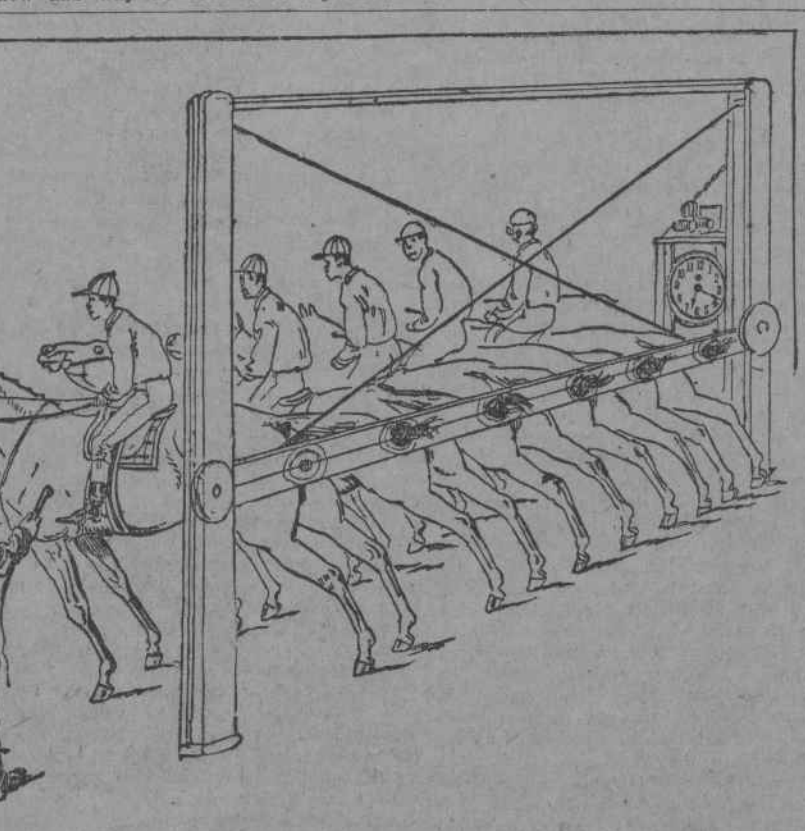
His name is Wyndham Walden, and he needs no further introduction to followers of racing. Everybody knows Wyndham Walden as a most successful trainer for the Messrs. Morris Stable of recent years; for "Prince George" Lottland, and others, and through his own long connection with the turf, but everybody does not know what experience Wyndham Walden has with the dread number thirteen, and how and why he calls it to-day as an

omen of all that is good and lucky. This is why:

Going back some dozen years or more, when Mr. Walden trained for Mr. Lottland, the unlucky, or lucky, thirteen first crossed his path. For the first four years of his connection with this stable he purchased each season thirteen yearlings. In their two-year-old careers they performed wonderfully well, winning races and seldom being unplaced in stake events. In the fifth year the stable purchased sixteen yearlings, but with this batch could not win a solitary race.

Perhaps Mr. Walden's punishment for relinquishing allegiance to the number thirteen was in a measure deserved. At any rate, he did not daily with it to a noteworthy extent until this season. He started from Middlebury, Md., for Benning on the thirteenth of the month, taking with him a string of thirteen horses. On the morning of his departure an insurance policy arrived by mail at his house. It was numbered 1313.

By the bye, it may be mentioned that the only lottery ticket Walden ever held was No. 13, and this won \$500.



## STARTING MACHINE PROBLEM SOLVED.

Every starting machine, or gate, or lining-up apparatus so far introduced on the race-courses of this country has been positively "the best." But even the best can be improved upon, and the above cuts, which are the handwork of Mr. J. Carter Beard, the celebrated animal painter, point the moral and adorn the tale or series of them. In the first cut, which presents what at first appears a very knotty question, the five candidates for the race are aligned as perfectly as the graptol stickler for fair play could desire. It must always be taken into consideration, however, that the short, chunky-bull horse labors under a slight natural disadvantage, unless his far-seeing trainer has paid particular attention to the development of his horse's tail. Granting that this has been done, then all is lovely, and everything in readiness for the start. As the clock ticks off the minute upon which the race is scheduled to be started, the massive wooden bars spring quickly apart, the knotted tails flash high in air and off thunder the field on even terms. Mr. Beard has not patented his invention.

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## TRACK AND BOULEVARD.

Although no very high class sport has yet resulted from the inter-club trotting contests the series seems to have developed a keen rivalry between New York and Brooklyn horsemen, which promises sooner or later to bring about a big race to settle the much-disputed question as to who drives the fastest trotter in the metropolitan district. Ever since the inter-club free-for-all failed to fill, no starters being found to go against Gillette, the Brooklyn flyer has been hailed by his admirers in the Parkway Driving Club as the boss of the road and the track. Horsemen from this side of the Bridge are not altogether willing to concede his supremacy without a race, however, and for a week past challenges and counter propositions have filled the air.

Barney Demarest, the Fleetwood trainer, who now handles Ryland T., 2:07 1/2, started the ball-rolling several days ago by offering to match his horse against Gillette for \$1,000 a side, the race to take place sixty days after date on the Parkway track. This arrangement did not suit Gillette's backers, who want to trot before June 1 or not at all, as Mr. Bedford intends to ship the black son of Cyclone to his country place in Connecticut about that time.

The failure of Demarest to arrange a race brought out P. H. Powers, of Brooklyn, who trains and manages the six-year-old stallion Ammon (2:17 1/2), owned by Charles W. Kellogg, of this city. Ammon has been showing astonishing speed in his work on the Parkville track this Spring, and although Gillette's record is six seconds faster than that of the younger horse, Powers is willing to match him against Mr. Bedford's gelding for \$2,500 a side. He will not trot at Parkville, however, and, as John F. Cornell, the backer of Gillette, will not consent to start at Fleetwood, where Powers wants to race, the prospect is not promising for the consummation of a match. Gillette has trotted many races on the Parkway course and he has yet to meet the trotter that can take his measure on his own ground.

Some friends of the Fleetwood trotter Cephas (2:11 1/2) think the trophy-gilted Maine bred gelding can make Gillette look as though he had missed his calling in life when he went into the trotting business. They also are hankering to arrange a single-handed match "for \$2,500 or up," as the spokesman, John McGuire, puts it, or they will enter Cephas in a sweepstakes for \$1,000 a corner against Gillette (2:11 1/2), Ammon (2:17 1/2), Hyland T. (2:07 1/2), Dan Cupid (2:09 1/2) and all other trotters in Greater New York whose friends care to put up a similar amount. McGuire says that the Cephas parties are ready to trot at Fleetwood

on Decoration Day, and that the Driving Club, of New York, will add \$1,000 to the stakes in case the five top answers come together. Failing to get such a race of a match with Gillette, McGuire offers to match Cephas against any horse in New York or Brooklyn for \$2,500 a side, the race to take place at Fleetwood on Decoration Day. What say the friends of Hyland T., Dan Cupid, Ammon and Gillette?

The purchase of Onoqua, 2:08 1/2, by Frank Ellis going to Philadelphia a young trotter that bids fair to be a formidable rival of New York's fastest flyer, Bennett, 2:08 1/2, in the race for championship honors during the coming campaign. Onoqua has never started at any meeting east of Buffalo and she is not very well known to New York horsemen, but there are many keen critics among the circuit followers who look upon the five-year-old from Iowa as the prospective queen of the turf. The mare has shown phenomenal speed ever since Clarence Weeks, who now trains a stable of horses at Waverly, N. J., brought her out as a two-year-old at Independence, Iowa, in 1893, but, fast as her present record is, she has somehow failed thus far to fulfill the wonderful promise of her first year on the turf. Last year and in 1894 the great filly went off just at the height of the trotting season, and, although her performances in both campaigns were little short of phenomenal, she did not do herself justice, according to those who know her best. It is well known that her then owner, J. P. Stauer, of McGregor, Iowa, was anxious to match her against Bennett or any other trotter of her age at the close of her three-year-old campaign, and it was common talk then that she could probably wipe out the champion record for three-year-old trotters—the 2:05 1/2 of Fantasy.

John Hussey, the man who gave Allerton, 2:04 1/2, his earliest lessons as a trotter, has driven Onoqua all of her races thus far. Hussey enjoys the confidence of every turfman who knows him as a painstaking, capable, honest trainer, but he does not rank as a great driver, and it is no reflection on the good name of the Iowa man to say that Onoqua will have a far better chance to beat the world's record now that she is to pass into the stable of a master hand like John E. Turner, the astute Quaker General of Trinit, Edwin Thorne and Hank's fame. Turner has never driven a white trotter, to be sure, but nobody doubts his ability to do the trick whenever he possesses the material to work with.

It is said that Mr. Ellis paid \$15,000 for Onoqua. If the story is true her price has been raised since last Fall, for Stauer offered the filly to Ed de Cerna for \$10,000 when the latter tried to buy her for James Gordon Bennett at the close of the campaign in 1895. Onoqua is a bay mare of plain but speed-like form. She was bred by Hart Benton, of Keosauqua, Ill., and was got by Keeler, 2:13 1/2, a son of King Rene, and Ada Wilkes, by George Wilkes. Her dam, Belle B., 2:24, was by J. R. Rhoad, 2:19 1/2, the son of Red Wilkes; so that the prospective record breaker is indeed to the founder of the Wilkes family of trotters. Onoqua gained her record of 2:08 1/2 at Terre Haute last October in a race against Nightingale, 2:08, and other aged horses of the highest class.

The expulsion of Edward Shephard and A. T. Stark by the Board of Review of the National Trotting Association last week will probably lead to some interesting disclosures touching the practice of rigging American trotters in England under fictitious names. Everybody is familiar with the facts about Shephard and Stark having purchased in Iowa last winter the fast mares Agatha, 2:19 1/2; Monalisa, 2:21, and Charmion, 2:20 1/2, and the pacer, Little Joe, 2:15, and afterward attempting to palm them off on Export Inspector Frohman as green horses, having no records. Stark, who is an American and quite well known to New York horsemen, has never denied his connection with the affair, but he said to the writer before leaving for England, a few months ago:

"If this case of mine is ever taken up by

the Board of Review somebody may wish it hadn't been touched. I've got a bunch of fire-crackers to set off when the right time comes that will make a big noise in the horse world. When I tell all I know about rigging American trotters in England you bet that I'll be a lot of lame ducks on both sides of the Atlantic—some of 'em in high society, too."

Stark is now lying at the point of death and penniless in a Liverpool hospital, having been terribly injured by a kicking mare that he was jockeying on the Althorpe track a few weeks ago. It would seem as though the Board of Review, under these circumstances, might better have postponed the hearing of the case until a time when the accused man could be heard in his own defence.

## An Arithmetical Puzzle.

The following clipping from an English contemporary should appeal to many a trainer. Rickaby, he it said, is a well-known jockey in England:  
Rickaby has come out as a wit. He was riding on Newmarket Heath with Mr. "Coventry" when a number of horses pressed them in a gallop.  
"You would call that a good half-speed gallop, wouldn't you?" observed Mr. Coventry.  
"Yes," replied Rickaby, "but it would puzzle 'em to pull out the other half."

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